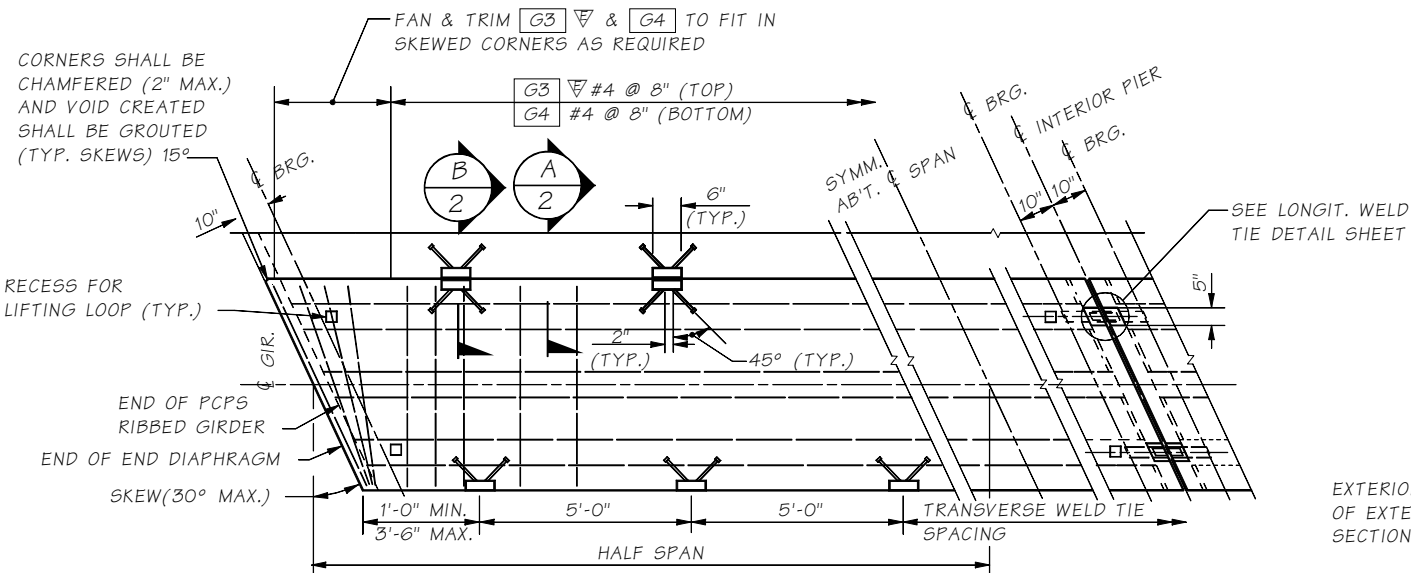


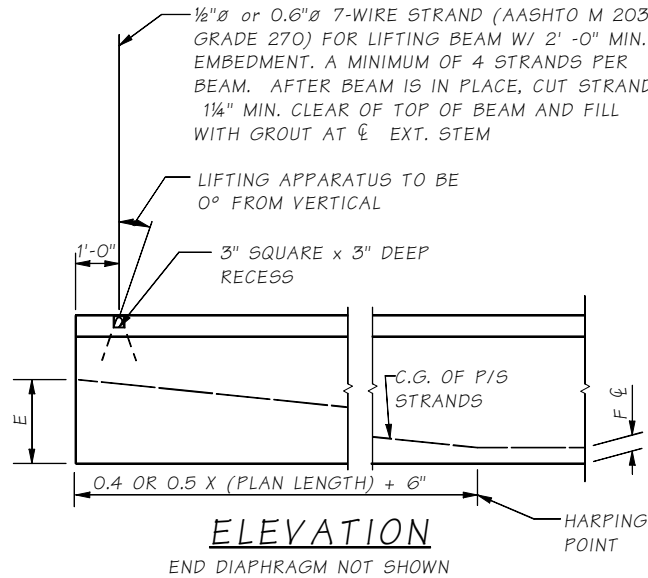
END DIAPHRAGM DETAIL

DIAPHRAGM DIMENSIONS ARE NORMAL TO SKEW. ALL OTHERS ARE PARALLEL TO G GIRDER



GIRDER PLAN

OMIT WELD TIES ON EXTERIOR EDGE OF EXTERIOR GIRDER. * LONGITUDINAL WELD TIES ARE REQUIRED AT END PIER WHEN APPROACH SLAB IS USED



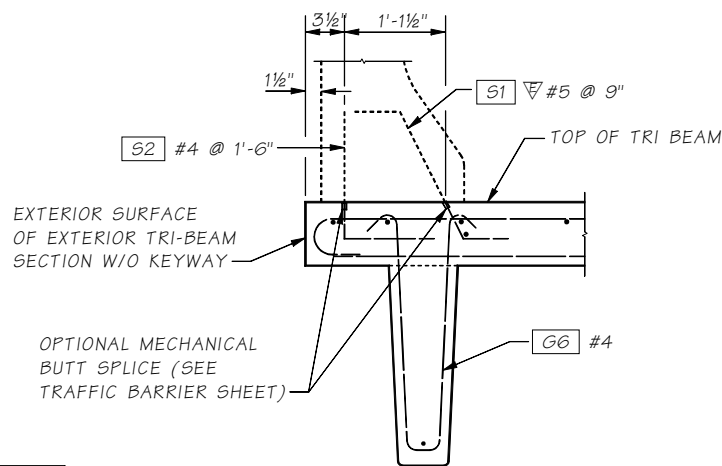
NOTES

- CONCRETE SHALL BE WITH A MINIMUM COMPRESSIVE STRENGTH AT TRANSFER AND FINAL AS SHOWN IN THE DESIGN TABLE. ALL PRESTRESSING STEEL SHALL BE 1/2" or 0.6" LOW RELAXATION 7-WIRE STRANDS (AASHTO M 203, GRADE 270.) STRANDS SHALL BE TENSIONED INITIALLY TO 0.75 Fpu. PLATES AND ANGLES SHALL CONFORM TO AASHTO M183 AND SHALL BE PAINTED WITH 2 COATS OF STATE FORMULA A-9-73.
- ALL REINFORCING STEEL SHALL CONFORM TO AASHTO M31, GRADE 60. ALL REINFORCING STEEL SPLICES SHALL BE 2'-0" MINIMUM UNLESS SHOWN OTHERWISE. ALL DEFORMED WIRE SHALL BE PER ASTM A 496.
- ALL REINFORCING BARS SHALL BE PLACED 2" CLEAR OF THE NEAREST FACE OF CONCRETE UNLESS SHOWN OTHERWISE.
- NO TRAFFIC SHALL BE ALLOWED ON A BEAM ADJACENT TO A GROUTED JOINT UNTIL THE GROUT HAS ATTAINED A MINIMUM STRENGTH OF 4,000 PSI.
- THE DEFLECTION VALUES LISTED IN THE DESIGN TABLE ARE COMPUTED DEFLECTIONS AT MID-SPAN BASED ON THE FOLLOWING TIME ELAPSE ASSUMPTIONS:
 - INITIAL CONCRETE COMPRESSIVE STRENGTH AT RELEASE WILL BE ATTAINED IN ONE (1) DAY.
 - FINAL CONCRETE COMPRESSIVE STRENGTH AT 28 DAYS WILL BE ATTAINED IN SEVEN (7) DAYS.
 - THE FINAL DEFLECTION IS BASED ON A CONCRETE AGE OF TWO THOUSAND (2000) DAYS.
 - THE FINAL DEFLECTION DUE TO SUPERIMPOSED LOAD (ASPHALT OVERLAY PLUS TRAFFIC BARRIERS) IS BASED ON A CONCRETE AGE OF TWO THOUSAND (2000) DAYS WITH THE LOAD ASSUMED TO BE PLACED SIXTY (60) DAYS AFTER BEAMS ARE CAST.
- IF THE ACTUAL CONDITIONS VARY SUBSTANTIALLY FROM THOSE ASSUMED ABOVE, THE DEFLECTIONS SHOULD BE MODIFIED AND SUBMITTED TO THE DESIGN ENGINEER FOR APPROVAL. THE TIME ASSUMPTIONS MAY VARY BY ± 30%.
- IT IS INTENDED THAT A MEMBRANE WATERPROOFING AND ASPHALT OVERLAY WILL BE INSTALLED ON THE IN-PLACE SECTION. THE ASPHALT SHALL BE VARIED TO PARTIALLY COMPENSATE FOR THE TWO THOUSAND (2000) DAY SLAB DEFLECTION. THE THICKNESS OF ASPHALT SHALL BE A MINIMUM OF 0.15 FEET AT THE MIDSPAN.

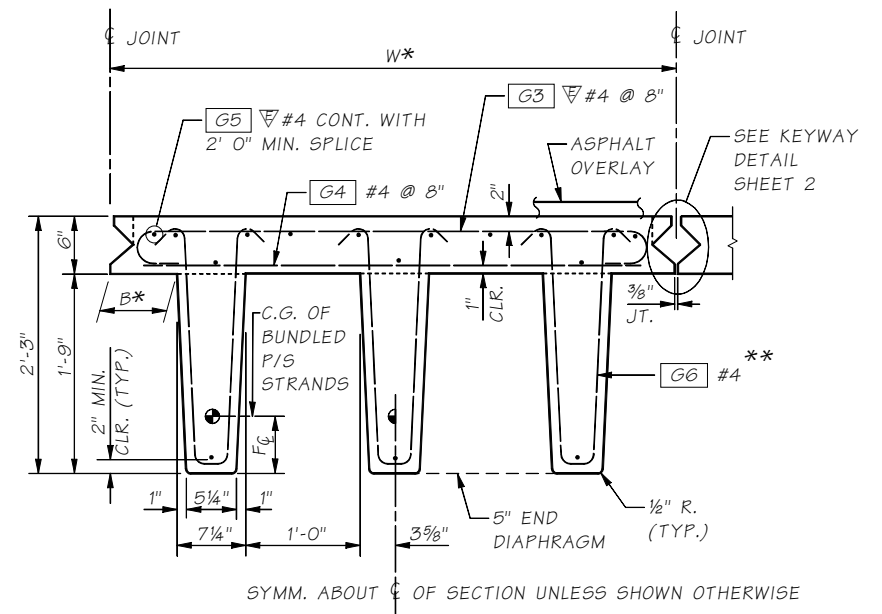
* May be varied to meet superstructure width.

** Stirrup spacing to be determined by analysis.

W*	B*
4'-0"	1 1/8"
5'-0"	7 1/8"
6'-0"	1'-1 1/8"



EXTERIOR GIRDER REINFORCING



TYPICAL SECTION

SECTION SHOWN NEAR MIDSPAN

MARK	LOCATION	SIZE	NO. REQ'D.	BENDING DIAGRAM (ALL DIMENSIONS ARE OUT TO OUT)
G1	STEM - LONGIT.	#5	6	
G2	DIAPH. - TRANSV.	#5	6	STR.
G3	TRANSV.	#4	VARIES	VARIES
G4	TRANSV.	#4	VARIES	STR.
G5	LONGITUDINAL	#4	VARIES	
S1	T.B. TO DECK TIE.	#5	VARIES	
S2	T.B. TO DECK TIE	#4	VARIES	

EPOXY COATED

BENDING DIAGRAM (ALL DIMENSIONS ARE OUT TO OUT)

VARIES

TOP OF GIRDER

S1

TOP OF GIRDER

S2

135° BEND (TYP.)

5 1/4"

1'-2 1/2"

1'-1 1/2"

3 1/4"

Bridge Design Engr.	M:\STANDARDS\Girders\Tri-Beam\TRI-BEAM GIRDER 4 FT.man	REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor		10	WASH.			
Designed By						
Checked By						
Detailed By						
Bridge Projects Engr.						
Prelim. Plan By						
Architect/Specialist	DATE	REVISION	BY	APPD		

BRIDGE AND STRUCTURES OFFICE



Washington State Department of Transportation

STANDARD PRESTRESSED CONCRETE GIRDERS

RIBBED GIRDER DETAILS 1 OF 2

BRIDGE SHEET NO.
SHEET
OF
SHEETS

5.6-A22-1

Tue Apr 29 13:43:53 2008